

# THE FOUR WINDS

## ITEMS OF INTEREST FROM ALL QUARTERS

FRENCH defences in the Pyrenees are being supplemented by a balloon barrage which will be flown at 16,000ft.

The U.S. Chamber of Commerce reports a gain of 47 per cent. in aircraft and engine sales for the first six months of 1938.

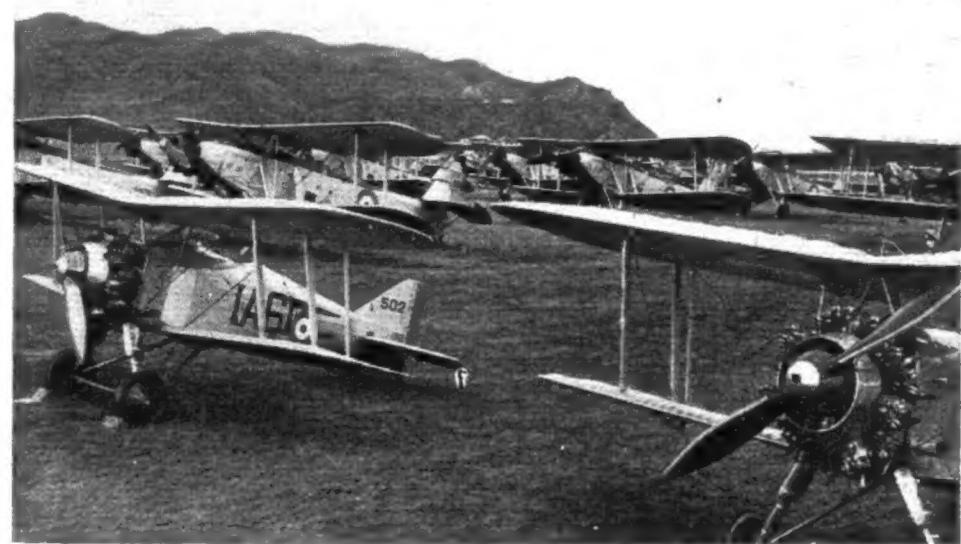
An additional factory, with a capacity of 15-20 aircraft a month, is being erected for the Lockheed Aircraft Corporation.

At last week's Esperanto Congress in London, Mr. M. Lewin, F.R.Ae.S., delivered a lecture on the need for a universal auxiliary language for aviation services and aeronautical science.

Recent returns show that Holland imported 2,580 tons of aircraft and parts, valued at £226,223, during the first six months of the year. These figures compare with 1,840 tons (£223,889) in the corresponding period of 1937.

The Canadian Car and Foundry Co. has despatched the first consignment of machinery for its new aircraft factory in Mexico City. The factory will not only supply home requirements but will also export to Central and South America.

Mr. D. G. Lewis, an Assistant Commissioner in Northern Rhodesia, who was the last British pilot to be shot down by Baron von Richthofen, is visiting Germany as the guest of the Reich Air Ministry and the new Richthofen Squadron.



**HARKING BACK IN NEW ZEALAND:** Some old-timers still in service with the Royal New Zealand Air Force lined up for inspection by the Governor-General, Lord Galway, at Rongotai Aerodrome. The pretty little fighters in the foreground are Gloster Grebes (*circa 1928*) and behind are Blackburn Baffins.

The Air Ministry states that investigations into the loss of the long-range Wellesley last February indicate that the accident happened near the Scottish coast and that the parts which were found near the Norwegian coast a month later had drifted across the North Sea.

Oil has been struck at the Anglo-American Company's new drilling at Dalkeith, Scotland, and an output of eight to ten barrels of crude oil per day is reported. It is said that the oil is of excellent quality and contains 12 per cent. of petrol and 12 per cent. of kerosene.



**HIGH AND DRY** (and nearly low and wet): Recollecting a recent *Flight* photograph (taken at the Desford Reserve School), which we jocosely characterised as "the lowest aerial photograph on record," Mr. R. T. Boyd, hon. secretary of the Barnstaple and North Devon Flying Club, sends the above picture. It was taken, he says, from a Moth—and presumably not a Moth on floats. No further contributions, we feel, should be encouraged . . .

### Twenty-five Years Ago

(From "*Flight*" of August 9, 1913.)

"At so recent a date as July 12th . . . we had but 53 machines which could be said to be ready to fly, apart from monoplanes which are not allowed to be flown, while of these 10 were experimental machines which had not even been handed over to the R.F.C."

The British duration record for single-seater sailplanes was broken on July 31 by Mr. H. O. Pick, flying a Grunau Baby from Sutton Bank, the headquarters of the Yorkshire G.C. He stayed aloft 13 hr. 27 min., thus beating by 20 min. the record set up three years ago by Mr. J. C. Neilan.

Last Saturday, Mr. Peter Davis reached a height of 11,300ft. in a sailplane. This does not break Mr. Philip Wills' British height record of 10,080ft., as the flight was made from an aero-tow to 1,500ft. In Germany, on Friday, Capt. Walter Drechsel, in a Minimoa, broke the world sailplane height record by reaching 23,790ft. from an aero-tow over the Wasserkuppe site.

### Forthcoming Events

August 20. Eastbourne Flying Club: Garden Party and Opening of New Club-house.  
August 27-28. Southend Flying Club: Flying Meeting and Race.  
September 10. Cardiff Aeroplane Club: London-Cardiff Race.

September 11-18. Swedish Civil Aviation Week.

September 21. Aero Golfing Society: Cellon Trophy Richmond Golf Club.

November 18-December 4. Paris Aero Show.